

# 2002 HOUSING ELEMENT

## APPENDIX C

### BACKGROUND INFORMATION ON SEVERAL EXISTING HOUSING SITES

## Evandale Precise Plan Area (Area B)

### Basic Information

Current zoning	<p>Sites less than 2.5 acres – 20 to 25 units per acre (26 to 30 units per acre if affordable units are included: 20% low income, 10% very low income, or 50% senior)</p> <p>Sites greater than 2.5 acres – 26 to 30 units per acre (31 to 38 units per acre if affordable units are included: 20% low income, 10% very low income, or 50% senior)</p>
Potential units based on 100% and 80 % buildout of the maximum allowable density	<p>100% - 120 units; 80% - 96 units</p> <p>Estimates are based on redevelopment of parcels not yet developed with residential.</p>
Surroundings	<p>North: U.S. 101</p> <p>South: Multiple-family residential</p> <p>East: Office/R&amp;D</p> <p>West: Neighborhood commercial and motels</p>
Acreage	<p>13.3 acres. Lot sizes range from 0.12 acre to 2.26 acres. Average size is 0.53 parcels</p>
Ownership	<p>25 parcels; 18 owners. Five owners each own 2 parcels. One owner owns 3 parcels.</p>
Average building age	<p>Most were built in the 1950s (motels) and 1960s (apartments). Some are older.</p>
Type of buildings	<p>Apartment buildings, single-family houses and mobile homes on 18 parcels. Two motels, a small grocery store and an auto repair business.</p>

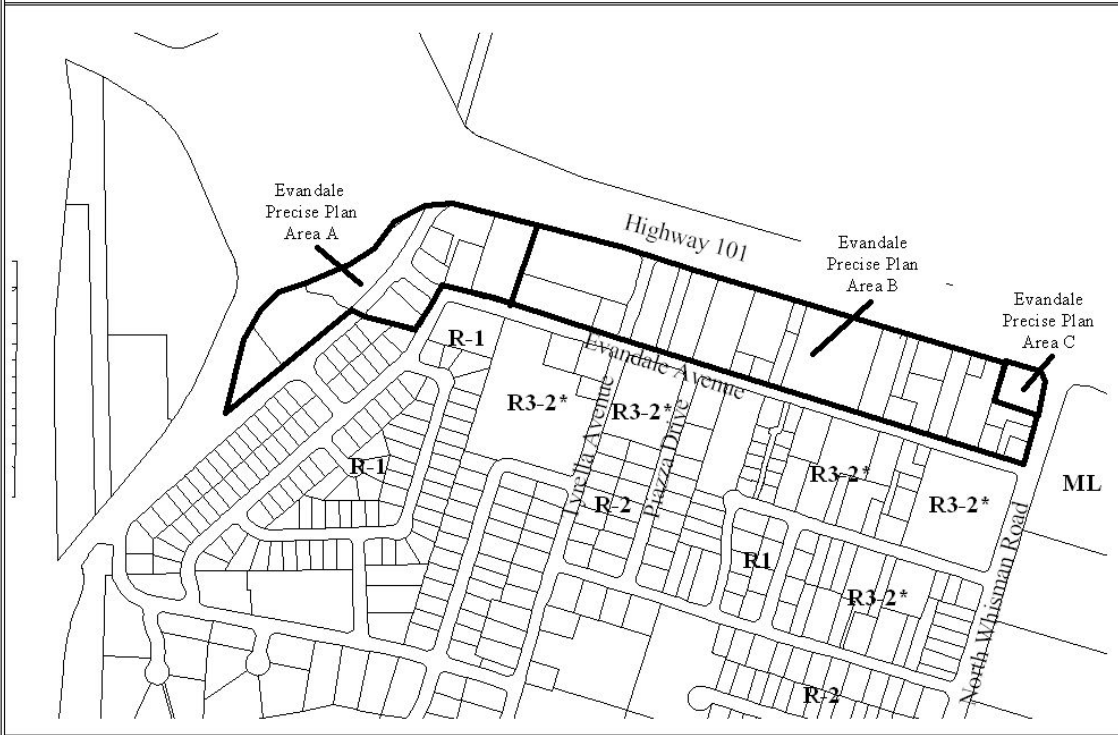
### **Environmental Concerns and Support Services (Evandale Precise Plan Area B)**

Hazardous materials (permitted facilities)	None in this area. One user of extremely hazardous materials located 1,000 feet from the easterly edge of the area. (Residential buildings outside the Precise Plan Area are even closer than 1,000 feet.)
Hazardous materials (contaminated sites/ongoing clean-up)	None in this area.
Noise issues	16-foot sound wall adjacent to U.S. 101. Fairchild Drive (a frontage road) provides further separation from buildable area. Precise Plan requires site planning and building orientation to buffer noise.
Public Works	Sewer capacity in this area was identified as deficient in past studies, but there has been significant industrial redevelopment (manufacturing to offices) in the sewer service area which has potentially reduced flows. Further analysis to update sewer status is needed.
Parks	Whisman School/Park located within 2000 feet. City has acquired a 0.50-acre neighborhood park site on Devonshire Drive, which parallels Evandale Avenue one block to the south.
Proximity to transit	Bus Route 48 operates on Whisman Road. The Middlefield light rail station about 1/2 mile away.

### **Description**

Area B of the Evandale Precise Plan is a one-block wide area that extends from Whisman Road to a point just beyond Tyrella Avenue. The variety of uses reflect the zoning history of the area. In 1954, the area was annexed to the City and zoned residential. The commercial uses (motels, auto repair) that had originally been built to serve passing motorists on the old Bayshore Highway became nonconforming uses with a 40-year amortization period. In 1988, the commercial owners successfully petitioned the City to restore the commercial zoning on Fairchild Drive. However, the rezoning did not result in further investment in the area which continued to decline. In December 1997, the Precise Plan was revised again and residential zoning was reinstated. The nonconforming motels and auto repair again became nonconforming with a 20-year amortization period. The primary redevelopment sites are two aging, family-owned motels (low density, single-story) and a trailer park with short-term occupancy, which are on fairly large parcels (1.6, 1.9 and 2.26 acres). (One smaller parcel on Evandale is currently being redeveloped with housing.) The Initial Study for the 1997 Precise Plan change to residential did not identify any significant environmental impacts from residential redevelopment.

## Evandale Precise Plan Area



## Whisman Station Precise Plan (Undeveloped Portions)

### Basic Information

Current zoning	12 to 25 units per acre.
Potential units based on 100% and 80 % buildout of the maximum allowable density	100% - 78 units 80% - 62 units (Master plan calls for low and high density townhouses in these areas with 100% buildout of 78 units.)
Surroundings	North and East: Office/R&D and City's Municipal Operations Center (MOC) South and West: Whisman Station residential (townhouses and small-lot single-family)
Acreage	Castle Group Phase IV site: 2.1 acres Antenna farm site: 1.9 acres
Ownership	Castle Group Phase IV site: Castle Group Antenna farm site: General Dynamics
Average building age	Vacant
Type of buildings	n.a.

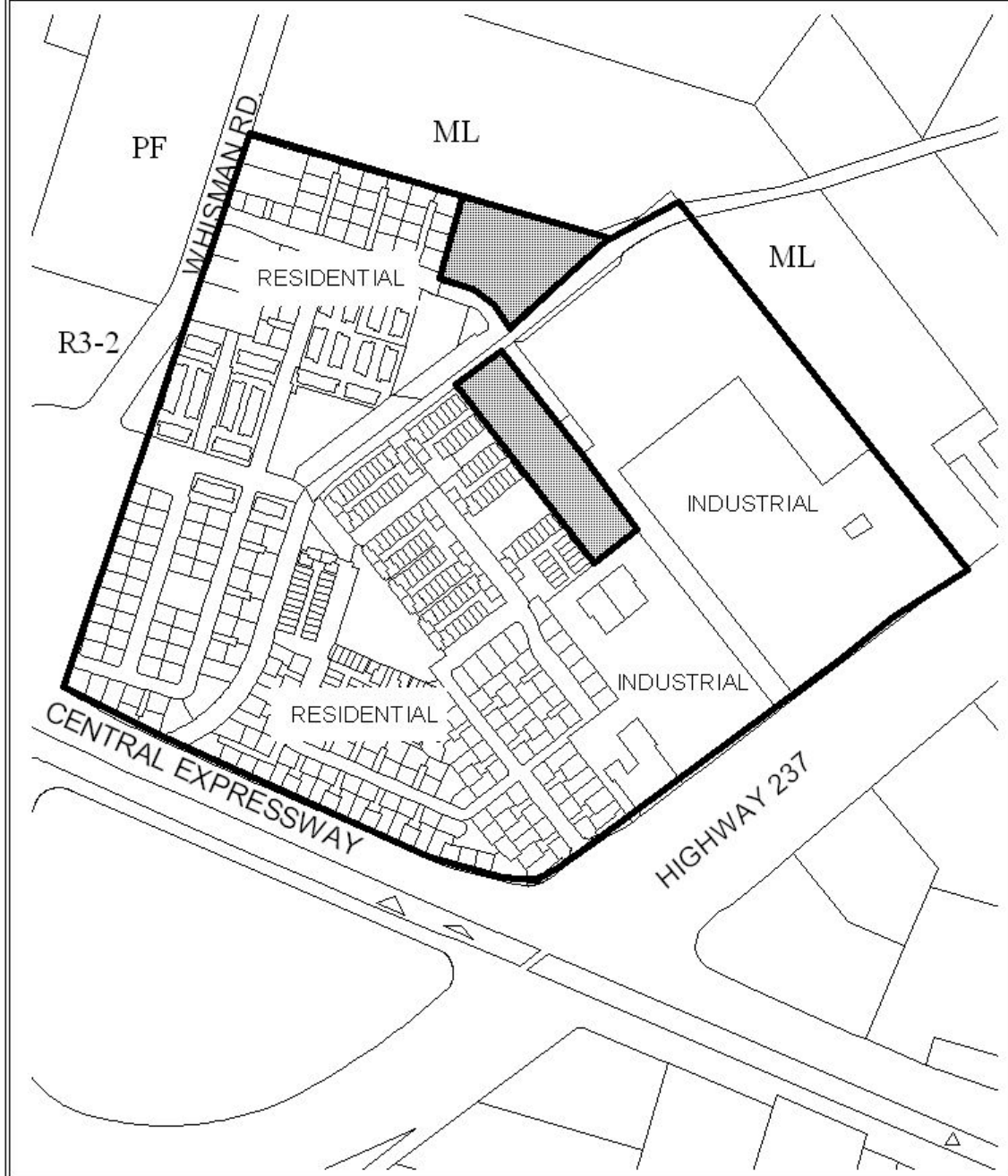
### **Environmental Concerns and Support Services (Whisman Station Precise Plan, Undeveloped Portions)**

Hazardous materials (permitted facilities)	No permitted facilities in the Precise Plan area. Minor quantities of waste oils and fluids, pesticides and fungicides, paints and other compounds used to maintain and repair City equipment are stored and use at the MOC. One extremely hazardous material user (Catalytica) is located about 800 feet away. No new extremely hazardous materials permits are allowed in the industrial areas of the Precise Plan or nearby.
Hazardous materials (contaminated sites/ongoing clean-up)	Groundwater contamination cleanup of entire Whisman Precise Plan area underway (including recently-developed residential areas which were cleared for development). Extensive hazardous materials and health risk assessments conducted as part of EIR for development of the original 40 acres. Health risk assessment for undeveloped portions completed in 1999. Site cleared for development.
Noise issues	Noise studies conducted in 1999 found both sites would be exposed to noise from light rail warning bells (as is the rest of the developed area). Antenna farm site would also be exposed to noise from MOC operations (as is adjacent developed area). Mitigation measures include insulation requirement to achieve 45 dB indoor noise standard, setbacks, and construction of a sound wall next to the MOC.
Public Works	Utilities are adequate to serve new residential.
Parks	Two new public mini-parks (one acre each) in the Whisman Station development
Proximity to transit	Immediately adjacent to Whisman light rail station

### **Description**

In 1996, the City rezoned 40 acres of the former GTE industrial area from industrial to a Precise Plan to accommodate a new residential community around the now-completed Whisman light rail station. Most of the 500-plus approved units have now been built and are occupied. In 1999, two additional two-acre parcels were rezoned from industrial to residential. These are the remaining undeveloped areas. One had been GTE's "antenna farm" and has now been vacated. The other was landscaped area that was part of the GTE campus. An Initial Study, tying off the original 1995 EIR, concluded that all potential environmental impacts (notably noise from the light rail warning bells and groundwater cleanup) could be mitigated with measures similar to those required for the rest of the site. The existing City infrastructure was found to be adequate. Several site planning issues related to integrating the new development have been resolved since the 1999 approval. Development application for one of two sites has been submitted (2002).

## Whisman Station Precise Plan (Undeveloped Portions)



## Residential in the Commercial/Residential-Arterial (CRA) Zone District

### Basic Information

Current zoning	Commercial/Residential-Arterial Zone District which allows residential at 43 units per acre, either alone or in mixed use projects. (Some parcels also include areas zoned for high density residential, R3-1 or R3-D.)
Potential units based on 100% and 80% buildout of the maximum allowable density	100% - 150 units; 80% - 120 units.  These estimates are based on six representative sites selected on the basis of existing under-development. Representative sites are: 1901-1911 El Camino Real, 2020-2034 ECR, 2080-2090 ECR, 2246-2268 ECR, 2650 ECR and 2674-2690 ECR. Other sites could redevelop instead. For example, only one of three mixed use projects on El Camino Real that were approved in the past three years had been projected to be redeveloped with mixed use.
Surroundings	Most parcels zoned CRA front on El Camino Real. There are also several block frontages on San Antonio Road and Moffett Boulevard. The six representative sites and other parcels with redevelopment potential back up to multiple-family residential development.
Acreage	Five of the representative sites range from 1.1 to 2.0 acres. One is 0.57 acre. Individual parcels are smaller.
Ownership	Most of the 13 parcels are separately owned and redevelopment will require land assembly.
Average building age	The buildings in the six representative areas were all built in the 1950s except for two car washes built in 1962 and 1968 and two pre-1950s buildings.
Type of buildings	The parcels are developed with commercial buildings including two motels, an auto repair, two car washes, an outdoor camper shell business and other commercial businesses.



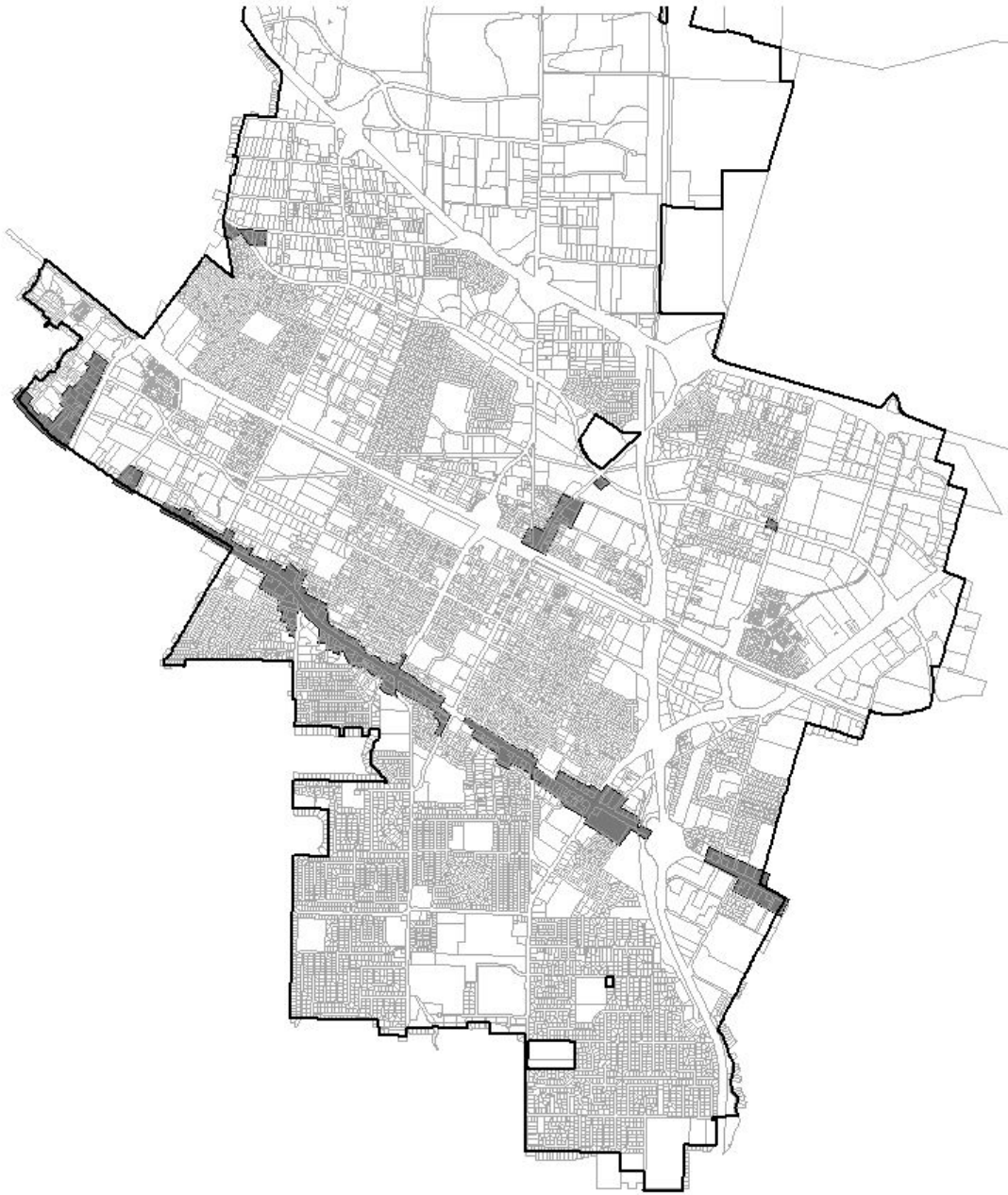
### **Environmental Concerns and Support Services (CRA Zone District)**

Hazardous materials (permitted facilities)	No extremely hazardous materials permits in the CRA zone district. Hazardous materials permits have been issued to auto repair, dry cleaners and other retail and service businesses that typically operate safely near residential areas.
Hazardous materials (contaminated sites/ongoing clean-up)	None in CRA district.
Noise issues	Noise studies conducted for recent mixed use projects on El Camino Real have all identified mitigation measures sufficient to protect new residential development on this high volume road. Typically, these include construction materials and windows that mitigate noise, as well as site planning and building orientation.
Public Works	Utilities are adequate to serve new residential.
Parks	Access to parks varies with location. Three representative sites are near Rengstorff Community Park, one is near Gemello Neighborhood Park and two are in an area where the City is actively seeking to acquire park land.
Proximity to transit	Most of the CRA-zoned parcels are on El Camino Real which has the best bus service in the County. Route 22 provides service every 10 minutes (and has the highest ridership in the County) and Route 300 is a commute period express bus. Two of the sites are within 2000 feet of the San Antonio Caltrain Station.

### **Description**

The Commercial/Residential-Arterial Zone District was amended in 2000 to clarify and update the regulations for residential development in order to facilitate review and integration with adjacent uses. The density of 43 units per acre remained in place. Since then, two mixed use projects have been approved. A third mixed use project was built in a Precise Plan area that also fronts on El Camino Real, and a very high density residential project (100 units per acre) was built in a Precise Plan area on El Camino. El Camino is built out, but much of the development is marginal, older structures built when the street was a strictly auto-oriented highway. An outdated shopping center, bowling alley and mobile home park were demolished to make way for recent mixed use projects. All new development on El Camino will be well-served by local shopping and transit. The major obstacle will be parcel assembly.

**City of Mountain View  
Areas Zoned CRA  
(Commercial/Residential-Arterial)**



### 394 Ortega Precise Plan

#### Basic Information

Current zoning	14.4 units per acre
Potential units based on 100% and 80% buildout of the maximum allowable density	100% - 28 units; 80% - 22 units
Surroundings	North and south: Multiple-family residential East: Multiple-family residential and neighborhood park West: Retail
Acreage	2 acres; Privately-owned parcel is 1.6 acre and Hetch Hetchy right-of-way is 0.4 acre. Although no buildings are allowed on the Hetch Hetchy right-of-way, the Precise Plan allows the density associated with that parcel to be transferred to the private parcel.
Ownership	2 parcels—one privately-owned, the other owned by the City of San Francisco
Average building age	Unknown.
Type of buildings	House and accessory buildings.

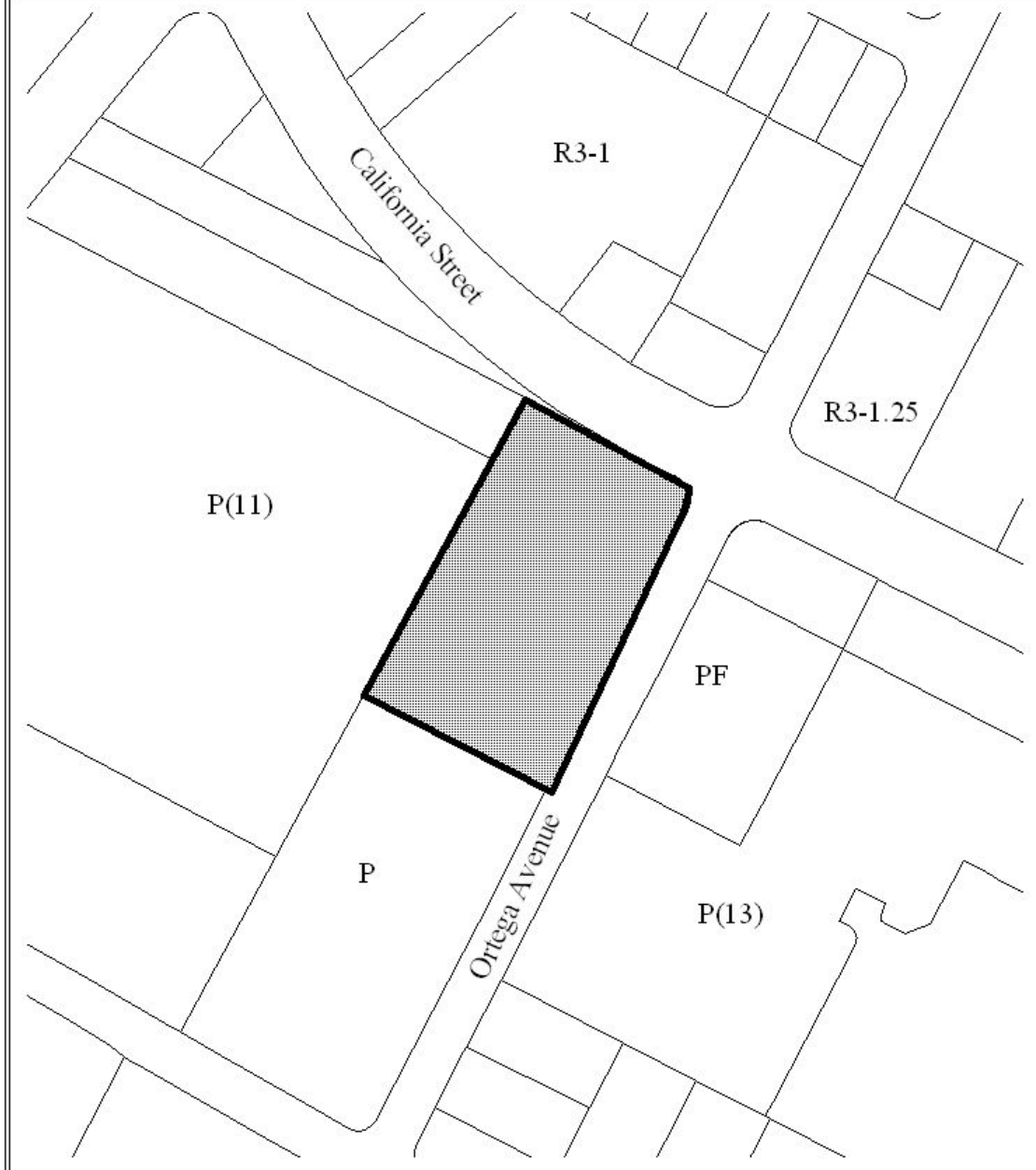
### **Environmental Concerns and Support Services (394 Ortega Precise Plan)**

Hazardous materials (permitted facilities)	None
Hazardous materials (contaminated sites/ongoing clean-up)	None. However, Phase I assessment may be required because of historical farm use.
Noise issues	None. Because no buildings are allowed on the Hetch Hetchy parcel, buildings will be set back at least 80 feet from California Street.
Public Works	Utilities are adequate to serve new residential.
Parks	Klein Neighborhood Park is directly across Ortega Avenue
Proximity to transit	2 blocks from major bus transfer center on Showers Drive and 1/3 mile from San Antonio Caltrain Station. Four bus routes operate on California Street.

### **Description**

This is a large open parcel, with a single residence, in a fully-developed, primarily high-density multiple-family residential neighborhood. The Precise Plan requires that the Hetch Hetchy right-of-way be fully incorporated into any development. Although buildings and major landscaping are not allowed on the Hetch Hetchy, the density associated with it can be transferred to the privately-owned parcel.

## 394 Ortega Precise Plan



## **Mora Ortega Precise Plan (Area B)**

### **Basic Information**

Current zoning	13 units per acre minimum. Increased density will be granted for logical and contiguous parcel aggregations: Between 1 and 3 acres—15 units per acre. If all parcels are aggregated—18 units per acre.
Potential units based on 100% and 80% buildout of the maximum allowable density	100% - 80 units; 80% - 64 units (Based on average of 15 units per acre.)
Surroundings	North, south and west: Multiple-family residential East: Single-family residential on small lots.
Acreage	5.4 acres. Lot sizes range from 6,000 to 18,000 s.f.
Ownership	18 parcels; 13 owners.
Average building age	All built in the early 1960s.
Type of buildings	Service, commercial and industrial buildings.

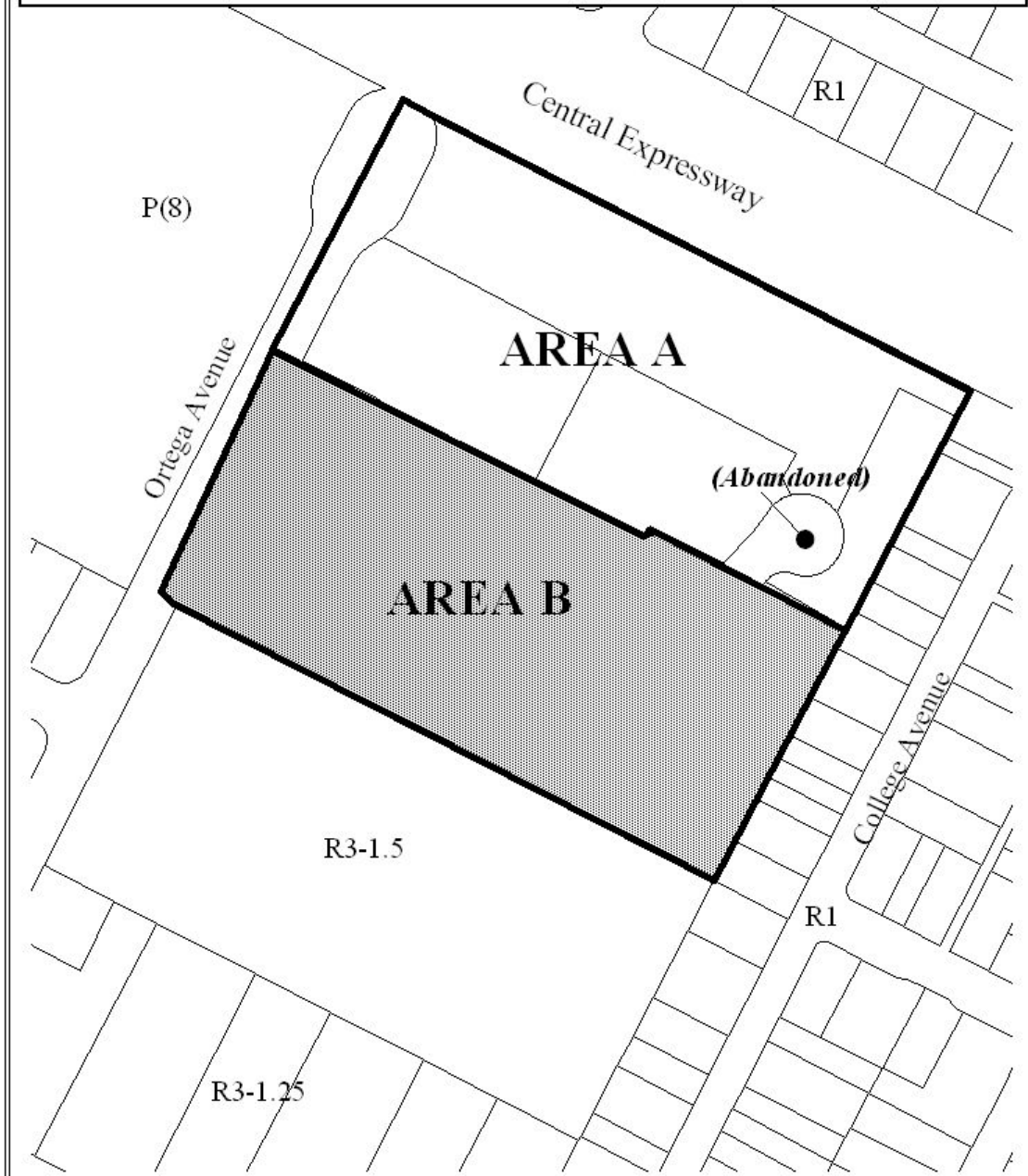
## Environmental Concerns and Support Services (Mora Ortega Precise Plan, Area B)

Hazardous materials (permitted facilities)	
Hazardous materials (contaminated sites/ongoing clean-up)	A groundwater treatment program and monitoring system are currently in place in one area because of contamination caused by a printed circuit board manufacturer in the 1970s and 1980s. Health risk assessment has been prepared and determined that residential can be developed when owner is ready (same as recently-developed Area A property).
Noise issues	None.
Public Works	Utilities are adequate to serve new residential.
Parks	Klein Neighborhood Park about 1,000 feet south; Rengstorff Community Park about 1,000 feet east.
Proximity to transit	Four bus routes operate on California Street, about 1000 feet away.

### Description

This former industrial area is completely surrounded by residential (including the recently-developed Area A of the Precise Plan). It was rezoned to residential in 1987 and nonconforming uses are required to be phased out. Because there are multiple small parcels, the Precise Plan includes density bonus provisions to induce lot mergers. Also, the Precise Plan commits the City to considering abandonment of Mora Drive if substantial aggregation takes place.

## Mora Ortega Precise Plan, Area B





## ACKNOWLEDGEMENTS

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